



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY
www.Jacksonville.gov

February 8, 2024

The Honorable Ronald B. Salem, Pharm. D., President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2024-003/Application No. L-5877-23C

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **DENIED** Ordinance 2024-003 on February 8, 2024.

P&DD Recommendation

DENY

PC Issues:

One citizen, the owner of an abutting property, spoke in opposition to the amendment. They stated that there is no light industrial activity near the site, that the amendment would be out of character for the area, and that the amendment would constitute leapfrog development.

One citizen spoke in support of the amendment because the surrounding Multi-Use(MU) land use allows for a mix of uses, including light industrial uses.

The Commission asked for clarification of the proximity of the amendment site to light industrial uses and entitlements permitted in the MU land use. Page 14 of the staff recommendation report depicts the location of specific uses permitted in the MU land use and light industrial uses are not functionally connected to or proximate to the amendment site.

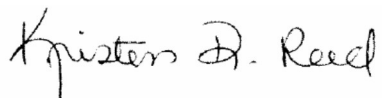
PC Vote:

7-0 DENY

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Absent
Moné Holder	Absent
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Aye
Tina Meskel	Aye

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



Kristen D. Reed, AICP

Chief of Community Planning Division

City of Jacksonville - Planning and Development Department

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – February 2, 2024

Ordinance/Application No.: 2024-3 / L-5877-23C

Property Location: 0 Old Kings Road, between Acree Road and Dinsmore Tower Road

Real Estate Number(s): 002486 0120

Property Acreage: 4.04 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Brian Small

Current Land Use: Agriculture (AGR)

Proposed Land Use: Light Industrial (LI)

Current Zoning: Agriculture (AGR)

Proposed Zoning: Industrial Light (IL)

Development Boundary: Rural and Suburban Development Areas

RECOMMENDATION: ***DENY***

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Park transportation trucks.

BACKGROUND

The 4.04 acre subject site is located along the west side of Old Kings Road, a collector road, between Acree Road, also a collector road, and Dinsmore Tower Road, a local road. A Southern Coastline Railroad track runs along the west side of the property.

The applicant is proposing a Future Land Use Map (FLUM) amendment from Agriculture (AGR) to Light Industrial (LI) for parking transportation trucks. The applicant is proposing a companion rezoning from Agriculture (AGR) to Industrial Light (IL). The companion rezoning application, which is pending concurrently with this application, was filed as Ordinance 2024-4.

The line dividing the property between the Rural and Suburban Development areas runs east/west through the subject site. The north portion of the site is in the Rural Development Area and comprises approximately $\frac{3}{4}$ of the entire site. The balance of the site is in the Suburban Development Area.

The subject site is between portions of the Northwood Regional Activity Center (Northwood RAC), established pursuant to Ordinance 2002-1221-E. The Northwood RAC is approximately 1,600 acres. The area is designated as Multi-Use (MU) on the Future Land Use Map. FLUE policy 4.3.11, which has been amended several times – most recently pursuant to Ordinance 2022-850-E – provides the following entitlements for the area:

- Community/General Commercial (CGC) for 400,000 square feet of commercial uses and 125 hotel rooms,
- Residential-Professional-Institutional (RPI) for 50,000 square feet of commercial/office uses,
- Light Industrial (LI) of up to 2,200,000 square feet of Industrial use,
- Low Density Residential (LDR) for 2,100 single family residential units,
- Medium Density Residential (MDR) for 900 multi-family residential units,
- Public Buildings and Facilities (PBF) for up to 20 acres, and
- A minimum of 600 acres of recreation (ROS) and/or conservation (CSV) uses.

The area comprising the Northwood RAC is currently undeveloped, and, pursuant to the PUD zoning, areas east of the amendment site are planned for MDR, Commercial, and wetlands conservation.

The adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: Agriculture (AGR)
Zoning: Agriculture (AGR)
Property Use: Single-family

South: Land Use: AGR and Multi-Use (MU)
Zoning: AGR and Planned Unit Development (PUD)
Property Use: Undeveloped, Single-family

East: Land Use: AGR and MU
Zoning: AGR and PUD
Property Use: Undeveloped

West: Land Use: Conservation (CSV), AGR, and MU
Zoning: AGR, PUD, and Conservation (CSV)
Property Use: Railroad tracks, Undeveloped, and Kings Road Historic Preserve

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Impact Assessment Baseline Review

Development Analysis		4.04 Acres / 175,982 sq. ft.	
Development Boundary	Rural and Suburban		
Roadway Frontage Classification / State Road	Old Kings Road - Collector		
Plans and/or Studies	North Vision Plan		
Site Utilization	Current: Partially cleared/Vacant	Proposed: Park Transportation Trucks	
Land Use / Zoning	Current: AGR / AGR	Proposed: LI / IL	
Development Standards for Impact Assessment	Current: 1 DU / 2.5 Acres	Proposed: 0.4 FAR	
Development Potential	Current: 1 DU	Proposed: 70,393 sq. ft.	
Net Increase or Decrease in Maximum Density	Decrease of 1 DU		
Net Increase or Decrease in Potential Floor Area	Increase of 70,393 sq. ft.		
Population Potential	Current: 2 people	Proposed: N/A	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Evacuation Zone D		
Airport Environment Zone	500' Height Restriction Zone - JIA		
Industrial Preservation Area	No		
Cultural Resources	None		
Archaeological Sensitivity	Low		
Historic District	No		
Coastal High Hazard	No		
Adaptation Action Area	No		
Groundwater Aquifer Recharge Area	Discharge		
Wellhead Protection Zone	No		
Boat Facility Siting Zone	N/A		
Brownfield	No		

Development Analysis		4.04 Acres / 175,982 sq. ft.
Public Facilities		
Potential Roadway Impact	334 net new daily trips	
Potential Public-School Impact	N/A	
Water Provider	JEA (according to land use application)	
Potential Water Impact	Increase of 2,282 gpd	
Sewer Provider	JEA (according to land use application)	
Potential Sewer Impact	Increase of 1,711 gpd	
Potential Solid Waste Impact	Increase of 215 tons per year	
Drainage Basin/Sub-basin	Basin: Nassau River Sub-Basin: Thomas Creek	
Recreation and Parks	Kings Road Historic Preserve	
Mass Transit Access	½ mile north on Old Kings Road - Route 81, Stop 3112	
Natural Features		
Elevations	16' to 18'	
Land Cover	3200: Shrub and brushland (wax myrtle or saw palmetto, occasionally scrub oak) 4110: Pine flatwoods 6460: Mixed scrub-shrub wetland	
Soils	51: Pelham Fine Sand, 0-2% Slopes	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	N/A	

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant has not provided a JEA availability letter. The City’s Infrastructure GIS map indicates that neither potable water nor centralized sewer are available to the site. FLUE Policy 1.2.8 requires connection to sewer service when it becomes available. Industrial development at the proposed location will need to have a septic system designed for the needs of the proposed development area under the provisions of Section 381.0065, Florida Statutes, and will need to connect to central sewer when it becomes available per Section 381.00655, Florida Statutes.

According to Florida Statutes Chapter 381, construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or

manufacturing purposes where a publicly owned or investor-owned sewage treatment system is available (located within one-quarter mile) or where the system will receive toxic, hazardous, or industrial waste. The applicant should contact the Florida Department of Environmental Protection for additional information. GIS maps indicate the closest potential connection point is approximately 1.25 miles away from the site.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 4.04 acres and is accessible from Old Kings Rd, a collector facility. The proposed land use amendment is located within the Suburban and Rural Development Area and Mobility Zone 5. The applicant proposes to change the existing land use from Agriculture (AGR) to Light Industrial (LI).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 9 daily trips. If the land use is amended to allow for this proposed LI development, this will result in 343 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 334 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
AGR	210	1 SF DUs	T = 9.43 (X)	9	0	9
<i>Existing Scenario Total</i>						9
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	70,393 SF	T = 4.87 (X) / 1000	343	0	343
<i>Proposed Scenario Total</i>						343
Proposed Net New Daily Total						334

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

Evacuation Zone

The site is in Evacuation Zone D. Because there is no residential component to the land use change, it does not affect evacuation times or capacity.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Airport Environment Zone

The site is located within the 500-foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of 500 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.6 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code

of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 16, 2024, the required notices of public hearing signs were not posted. The signs had been blown over due to a storm and were replaced by January 24, 2024. Seventeen (17) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on January 16, 2024. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Areas:

- *Rural Area (RA):* The RA consists of all lands outside of the SA and corresponds with predominantly undeveloped portions of the City with land uses such as Agriculture, Recreation, Conservation, or Public Buildings Facilities. Development should occur at very low densities which create little demand for new infrastructure and community serving supporting uses, unless development occurs under the Multi-Use Category, as a Rural Village or as a Master Planned Community as defined in this element. Development may occur within the Rural Area provided that it is consistent with the Operational Provisions and the Land Use category descriptions. Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.
- *Suburban Area (SA):* The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and

interconnected land development form and is therefore encouraged to employ urban development characteristics as defined in this plan.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

A. Foster vibrant, viable communities and economic development opportunities;

B. Address outdated development patterns; and/or

C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection

and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Objective 1.6 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.2 The City shall encourage, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

Recreation and Open Space Element (ROSE)

- Policy 2.2.1 The City shall require that all new non-residential land uses provide a minimum of 10% of the property in open space.

Property Rights Element (PRE)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

- Policy 1.1.2 The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
 4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Agriculture (AGR) in all development areas is intended to provide for agricultural uses and to preserve the existing rural character of outlying areas of the City. Most AGR lands are located in the Rural Area of the City where full urban services and facilities will not be provided by the City during the planning time frame. Accordingly, the principal activities allowed in these categories are agriculture and related uses, such as farming, horticulture, forestry and logging, storage, processing and wholesale distribution of farm supplies and products, and other resource dependent uses. In order to preserve the rural character of these areas, residential uses are permitted at very low densities.

Light Industrial (LI) is a category intended to provide for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally light industrial uses involve materials that have been previously prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place. Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred; except for sites located within the DIA's jurisdictional boundaries.

The subject site is surrounded by the Northwood Regional Activity Center (Northwood RAC), which is approximately 1,600 acres. There are a range of entitlements that are listed at the beginning of this report however no development has occurred yet. The PUD zoning associated with the RAC permits medium density residential , commercial, and wetlands conservation on the east side of Old Kings Road, near the site.

The applicant is proposing a change from AGR to LI to allow the parking of transportation trucks and the site is accessed via Old Kings Road, a collector roadway. In accordance with the LI land use category description, access via collector roads or higher on the Highway Functional Classification Map is preferred.

The proposed small-scale amendment would increase the amount of industrial designated land available to further meet the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Additionally, the property is underutilized land and is considered infill redevelopment. Thus, the proposed amendment is consistent with FLUE Objective 1.6.

There are single-family residences north and south of the site. The majority of the residences are north of the site. Changing the land use designation from residential to industrial is not compatible with the dominant uses of the surrounding parcels, nor the planned uses in the abutting RAC. The site is otherwise surrounded by undeveloped land including a large amount of land in the Conservation land use category across a rail line along the western border of the subject site. Therefore, the amendment is inconsistent with FLUE Goals 1 and 3, Objective 3.2, and Policies 1.1.21, 1.1.22, 3.2.1, and 3.2.2.

The proposed development would be required to comply with recreation and open space provisions outlined in ROSE Policy 2.2.1.

The applicant has not provided a JEA availability letter. The City's Infrastructure GIS map indicates that neither potable water nor centralized sewer is available to the site. FLUE Policy 1.2.8 requires connection to sewer service when it becomes available. Industrial development at the proposed location will need to have a septic system designed for the needs of the proposed development area under the provisions of Section 381.0065, Florida

Statutes, and will need to connect to central sewer when it becomes available per Section 381.00655, Florida Statutes.

Denial of the proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, denial of the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

North Jacksonville Vision Plan (2003)

The subject property is located within the boundaries of the North Jacksonville Shared Vision and Master Plan. The site is close to land designated as Conservation. The application to change the land use from AGR to LI does not comport with the Plan strategy of utilizing best development practices of Master Planned Communities and clustering development to preserve conservation areas in a systems approach.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Transportation Subject Area:

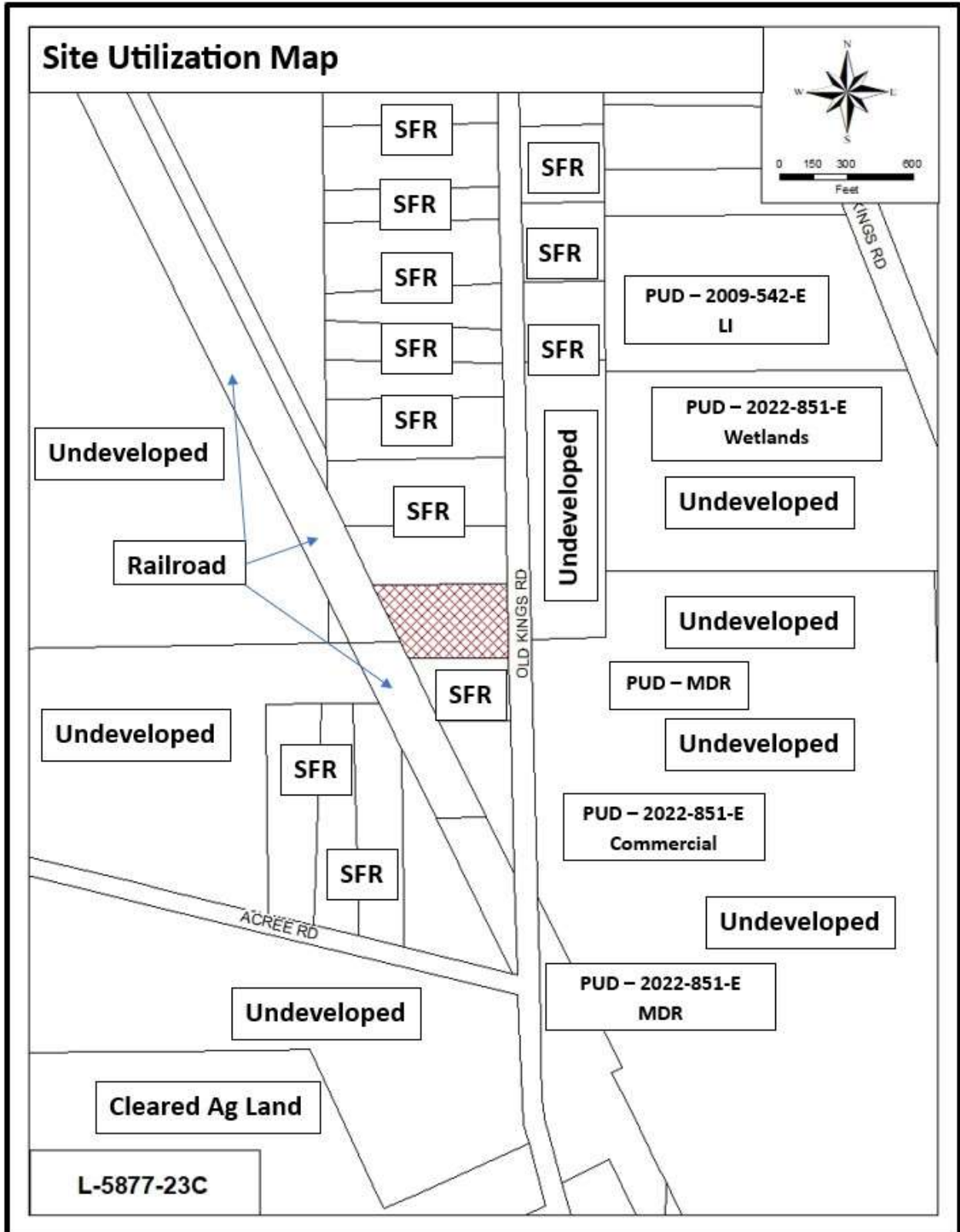
Objective: Integrated planning: The link between land use, resources, and mobility

Policy 4: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Maintenance of a diversity of land use in the Region.
- Infill and redevelopment.

The proposed land use amendment would increase opportunities for industrial development, helping to maintain a diversity of land use in the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

FIELD MAP



LOCATION AND LAND USE MAP

